

HEYBRIDGE BASIN

Conservation Area Review and Character Appraisal



Essex County Council



MALDON DISTRICT
COUNCIL

Front cover: Heybridge Basin c.1910 (Essex Record Office)

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1. INTRODUCTION

Conservation Areas are 'Areas of Special Architectural or Historic Interest, the character or appearance of which it is desirable to preserve or enhance.' (Planning [Listed Buildings and Conservation Areas] Act 1990).

The Conservation Area in Heybridge Basin was first designated on 21st January 1975, since when there have been no revisions to the boundaries. It covers the historic settlement, which at the time of designation encompassed the majority of the village.

The Conservation Area centres on the settlement of Heybridge Basin, at the position where the Chelmer & Blackwater Canal reaches the River Blackwater. It adjoins the Chelmer & Blackwater Conservation Area on the south following the canal along Lock Hill. The rest of the Conservation Area follows Basin Road, with small lanes to each side.

There are 8 listed buildings within the Conservation Area (although this includes single entries for groups of buildings). All are grade II listed but the listings date from as early as 1971 so are overdue for reassessment. There are no scheduled monuments within the Conservation Area, although there is a scheduled mound directly to the north so ancient remains may exist below ground within the Conservation Area.

Designation of a Conservation Area places firmer planning controls over certain types of development, including extensions, boundary treatments, the demolition of unlisted buildings and works to trees. However, it does not prevent any change to the area and it may be subject to many different pressures (good and bad) that will affect its character and appearance. Although Heybridge Basin is a relatively remote village, it still faces some continuing pressure for change, notably there is continuing pressure for housing development. Probably the greatest threat to the character is the continuing need for 'modernisation' and 'improvement' of existing buildings, where alterations could result in considerable loss of character by carrying out works as permitted development within the provisions of the General Development Order.

Maldon District Council commissioned Essex County Council to prepare the conservation area appraisal and review in May 2005, and the research and fieldwork were carried out between November 2005 and November 2006.

The appraisal provides a brief development history of the current settlement. This is followed by a description of the townscape and assessment of character. The contribution of different elements of the townscape to the character is identified through detailed street by street analysis.

Any issues which may affect the protection of character will be highlighted and opportunities for enhancement identified. This appraisal also considers alterations to the boundary of the conservation area. The appendix includes a Building Assessment table, a basic survey of specific features of individual buildings, identifying modern alterations which by different degrees are out of keeping with the character of the Conservation Area.

1.1 Character Statement

Heybridge Basin is a seaport and village which has grown up on reclaimed marshland around the Sea Lock of the Chelmer and Blackwater Canal. Its buildings date from the development of the canal in the late eighteenth and early nineteenth centuries, with some twentieth century replacement buildings. The predominant buildings are modest and brick-built in the local vernacular tradition of the period. It is an isolated settlement, with a single access road (Basin Road) through flat grassland, with some further twentieth century ribbon development immediately outside the Conservation Area. Although dependent and dominated by the transportation of goods along its waterways when originally built and for most of its existence, Heybridge Basin now relies on tourism with lessening evidence of its commercial past and increasingly greater difference in character of the settlement in summer and in winter.

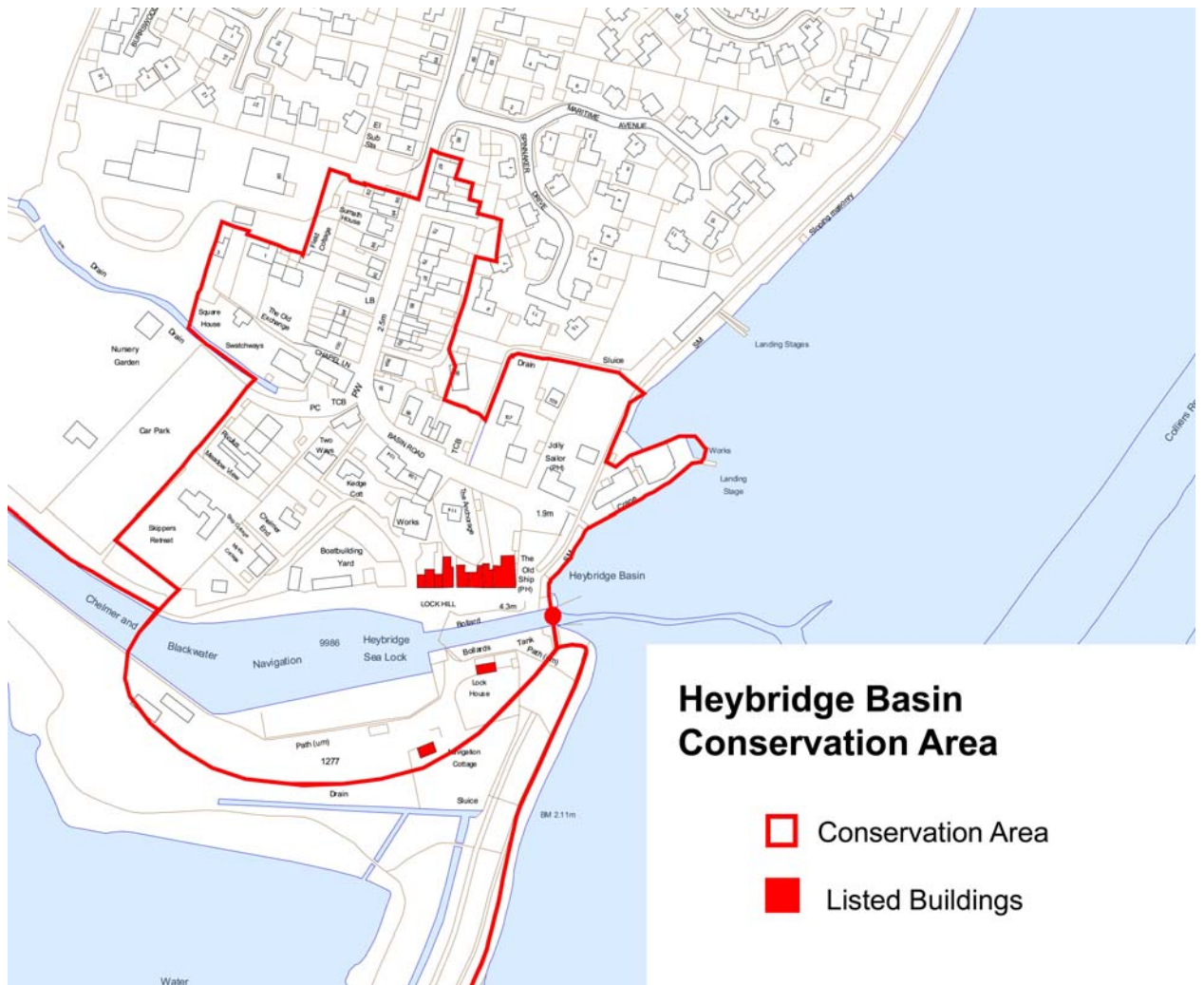


Fig.1 Heybridge Basin Conservation Area

2. ORIGINS AND DEVELOPMENT

2.1 Location

Heybridge Basin is located on the western side of the low lying Dengie Peninsular. Somewhat remote, the village is linked to Maldon and Heybridge by the canal and by Basin Road leading to the B1026 Goldhanger Road. The nearest towns are Heybridge and Maldon, to the west and south west.

2.2 Historical Development

Heybridge Basin dates from the end of the eighteenth and early nineteenth century construction of the Chelmer & Blackwater Canal. Its name is derived from the nearby Heybridge and the Canal Basin at the heart of the new village. Prior to this, the area was common land and marshland known as Colliers Reach and Borough Marsh and prior to the 1790s there were no buildings.

The Basin was constructed in 1796 and the canal opened on 3 June 1797 on land bought from the Dean & Chapter of St Paul's. It was developed to provide a link between the growing County town of Chelmsford and the seaborne goods it required for prosperity.

The bridges & locks were designed by the engineer, John Rennie FRSE (1761-1821) who was responsible for the design of many maritime buildings including lighthouses. The works were supervised by his assistant Richard Coates (as resident engineer), and were carried out using local red bricks and Dundee stone.

The majority of the buildings in the conservation area date from the early nineteenth century. The first buildings were from the late eighteenth century – the Jolly Sailor was the first in the early 1790s (and predated the canal serving colliers resting up at Colliers Reach), then following construction of the canal were 'The Old Ship' public house (now Myrtle Cottage & Ship Cottage) and the two groups of cottages adjacent to the basin, which all date from the 1790s. Attached to the cottages was 'The Chelmer Brig' public house which was partly rebuilt in 1858 as the 'Old Ship' (the original 'Old Ship' having closed), the remnant of the original pub becoming number 1 Lock Hill. There were also wharves and a granary to the west of the cottages, demolished and replaced by boatsheds in the mid twentieth century.

A new road was constructed in about 1811 to connect the settlement to the Goldhanger Road and at the same time constructing a new sea wall and reclaiming more of the marshland, extending the settlement to the north beyond the original sea wall.

By the 1840s there were twelve cottages, stables, a foundry, shipwrights, two pubs and a chapel (*Came, P & Harrison, D*). During the most profitable period of the canal (during the early to mid nineteenth century) most of the buildings within the Conservation Area were built, primarily with yellow Stock bricks and Welsh slates. Coal was the main cargo of the canal, but the barges also carried stone, slate, iron, bricks, sand, lime, fertilizer, crops, timber, grain, flour, malt and cloth.

By the end of the nineteenth century the canal trade was in decline due to competition with the railway and the Company had diversified by also growing willows for cricket bats along the canal edge. Although the sea lock was enlarged to take larger European

timber ships shortly after the second World War, it could not halt the decline and finally commercial activity ceased in 1972. With this, the historic uses within the settlement and its self-sufficiency diminished, with most of the village trades dying out in favour of residential uses. This has continued to the current day and the canal is now more important for recreation, such as pleasure boating and fishing, and moorings have been developed along the basin.

The village has expanded in the latter twentieth century, with a growth in residential development both adjacent to and within the conservation area.

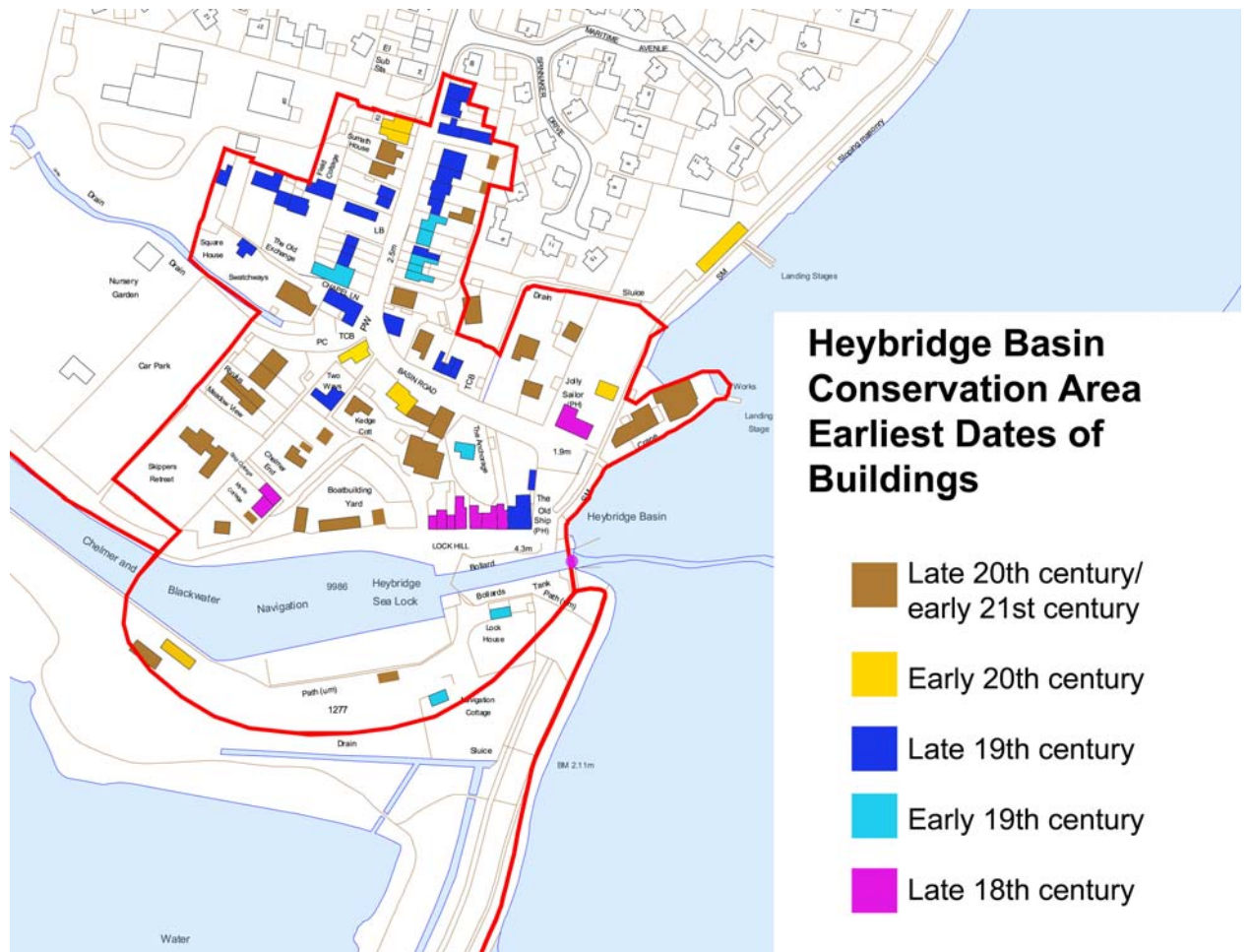


Fig.2 Map showing earliest dates of buildings

2.3 Cartographic Evidence

The earliest surviving cartographic evidence for the settlement of any clarity is the Chapman and André map of 1777 (*fig.4*). This shows the conservation area as marshland, prior to any development.

Early maps from the Navigation Company exist, though no longer at the Essex Record Office. The first survey of 1799 by Matthew Hall (*fig.5 Harrison, D, redrawn by Came, P*) shows the buildings prior to the new road and only to the north bank of the canal. A survey of circa 1811, attributed to John Clarke, lock keeper, (*fig.6 Harrison, D, redrawn by Came, P*) shows the new road (now Basin Road) with the settlement spreading to its south, and the houses on the south of the canal.

The tithe map of circa 1847(*fig.7*) is much damaged but shows development spreading further northwards with houses and the chapel along Basin Road. A clearer map is that of 1860 (*fig.8 Harrison, D, not attributed*) which is similar although it shows the substantial terrace of cottages along the south side of Basin Road later demolished apart from the attached building now called Two Ways.

The 1st Edition Ordnance Survey map of 1875 (*fig.9*) shows additional development along Basin Road including the dairy (Barn House), Chapel Lane and its buildings in the north west corner of the Conservation Area and the terrace on the north side of Basin Road. The 2nd Edition OS of 1897 (*fig.10*) is virtually unchanged apart from the building of Square Cottage. The 3rd Edition OS of 1921 (*fig.11*) shows the community funded Reading Rooms added to the front of the chapel and development of the timber yards, saw mills along the riverside (now redeveloped into housing) and the oldest surviving boatsheds (to the south of the canal and just to the north of the Conservation area along the river Blackwater). The 4th Edition OS of 1939 (*fig. 12*) is almost unchanged within the conservation area but shows new buildings within the timber yards nearby.

Later 20th century expansion within the conservation area has only occurred to the west of the village next to the carpark and to infill sites along Basin Road. Outside the conservation area the village has spread to the north and (to a lesser extent) to the west.

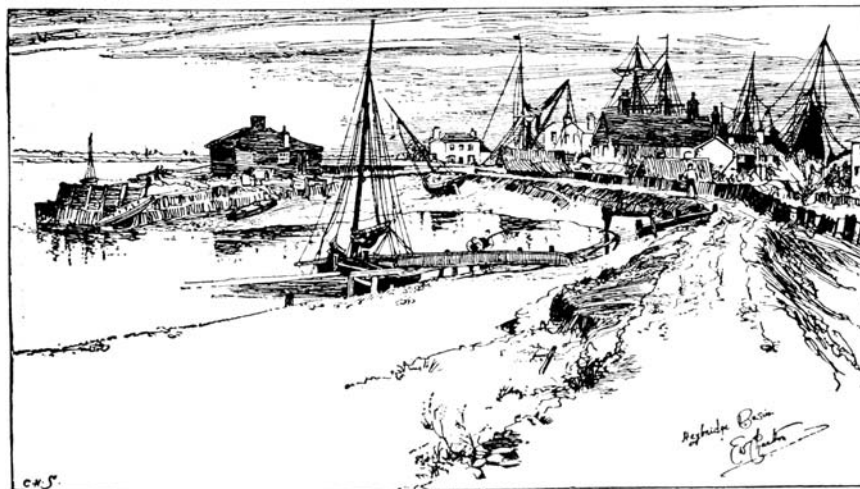
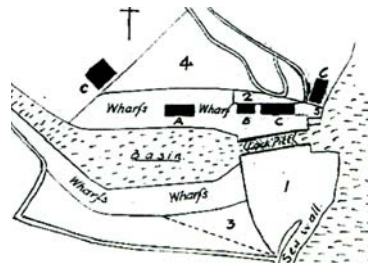


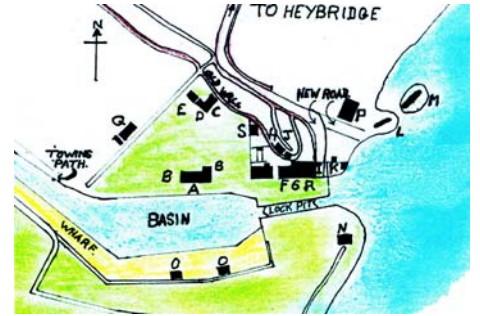
Fig. 3. The village from the Fish Pet, looking southwards towards the Spit with Lock Keepers Cottage in the background so dates from the late nineteenth century. (Harrison, D. from Topical Collection for County of Essex, Ridden, Rev.G.)



1777 (fig.4)



1799 (fig.5)



c.1811 (fig.6)



c.1847 (fig.7)



1860 (fig.8)



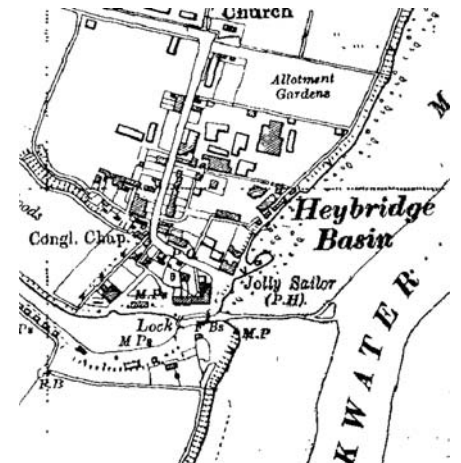
1875 (fig.9)



1897 (fig.10)



1921 (fig.11)



1939 (fig.12)

Development of Heybridge Basin

3. TOWNSCAPE

The relationship between unity and variety is an important factor in the character of historic settlements. Over-unified places are dull and monotonous and too much variety means visual anarchy. Historic towns and villages embody the right balance and this is an important part of their charm.

Townscape is the art of public space, where buildings are arranged to provide a stimulating environment. The 'unity' element is formed by the interlinking thoroughfares which bind a settlement together. An attractive place has a variety of enclosed spaces, like outdoor rooms, joined to form continuous routes.

The townscape analysis for the conservation area (*fig.18*) shows the balance between water and land, open space and close knit development, urban through-road and rural lanes, of particular significance in Heybridge Basin. The village has three distinct centres (the Riverfront, the Canal Lock and Basin Road), relating to its historic use and development and each has a distinctive character.



Fig.13. The River Blackwater



Fig. 14. The Canal Basin

The Riverfront and the Canal are particularly significant, with important long views, and provide the hub of activity in the summer months. The views along Basin Road are less dramatic and more altered, but enhanced by landmark buildings such as the Jolly Sailor and the Chapel. The open grassland along the canal and towpath is significant for providing a strong green character in the heart of the Conservation Area but smaller green areas such as gardens, hedges and lanes are also important. In contrast to the open countryside beyond, the perimeter of the village has a barrier of trees. Many of these are willows, valuable surviving evidence of the history of the canal and the diversification of the Navigation Company and specific to this conservation area. Those trees along the village edge, canal towpath, the lanes, the river front near the Jolly Sailor, in front of 100 Basin Road and adjacent Myrtle Cottage are the most significant and balance the close knit development between.

Glimpses between buildings to the river, canal, rural lanes and countryside beyond are also significant for emphasising the historic maritime and rural location of the village, as are sounds, including water over the lock and noises of halyards and birds.



Fig 15. Towpath



Fig. 16. Willows & views over lake

The aerial photograph at *fig.17* provides a good comparison of the interrelationship between the water, buildings, open spaces and planting.



Fig. 17. Aerial Photograph showing Conservation Area



Fig.18 Townscape Analysis

4. USES

The relationship between the settlement and its maritime past is still visible in its built structures as well as the activities such as boat repairs still taking place, though both much reduced from former levels. The Canal and Sea Lock, landing stages and boatsheds are distinctive to this Conservation Area.

Some working sheds and boatyard buildings remain from the most commercial years of the settlement and this industrial past is an important part of its history and setting. They are predominately adjacent the sea wall and the canal edge, relating to the stages of industrial use, starting with the transport of goods between Chelmsford and London in the late 18th and 19th centuries and continuing with later diversification such as boatbuilding in the late 19th and 20th centuries. These buildings are often less

substantial than the houses and more vulnerable as the village becomes more residential, but are valuable and their scale, uses, materials, history and relationship with their surroundings is an important part of the locality. The future adaptation of these spaces and buildings needs care to avoid the loss of this critical period of the village's history.

There is a predominance of residential and tourism has substantially taken over from commercial uses, but the remaining local facilities play an important part in the sustainability, vitality and variety of the area. The local shops and school have been lost and only fragmentary evidence remains, such as the two shop windows. Remaining uses such as the chapel, public houses and gallery shop should be retained, and where possible added to and where their uses have changed (such as the school and shops) their architectural form and character retained.

The map of uses (*fig 20*) shows how the uses are spread throughout the area.



Fig. 19. Aerial photograph of the Blackwater Timber Yard and Basin Road north part of the Conservation Area prior to 1985. (Harrison, D. photo Mr & Mrs Burr)

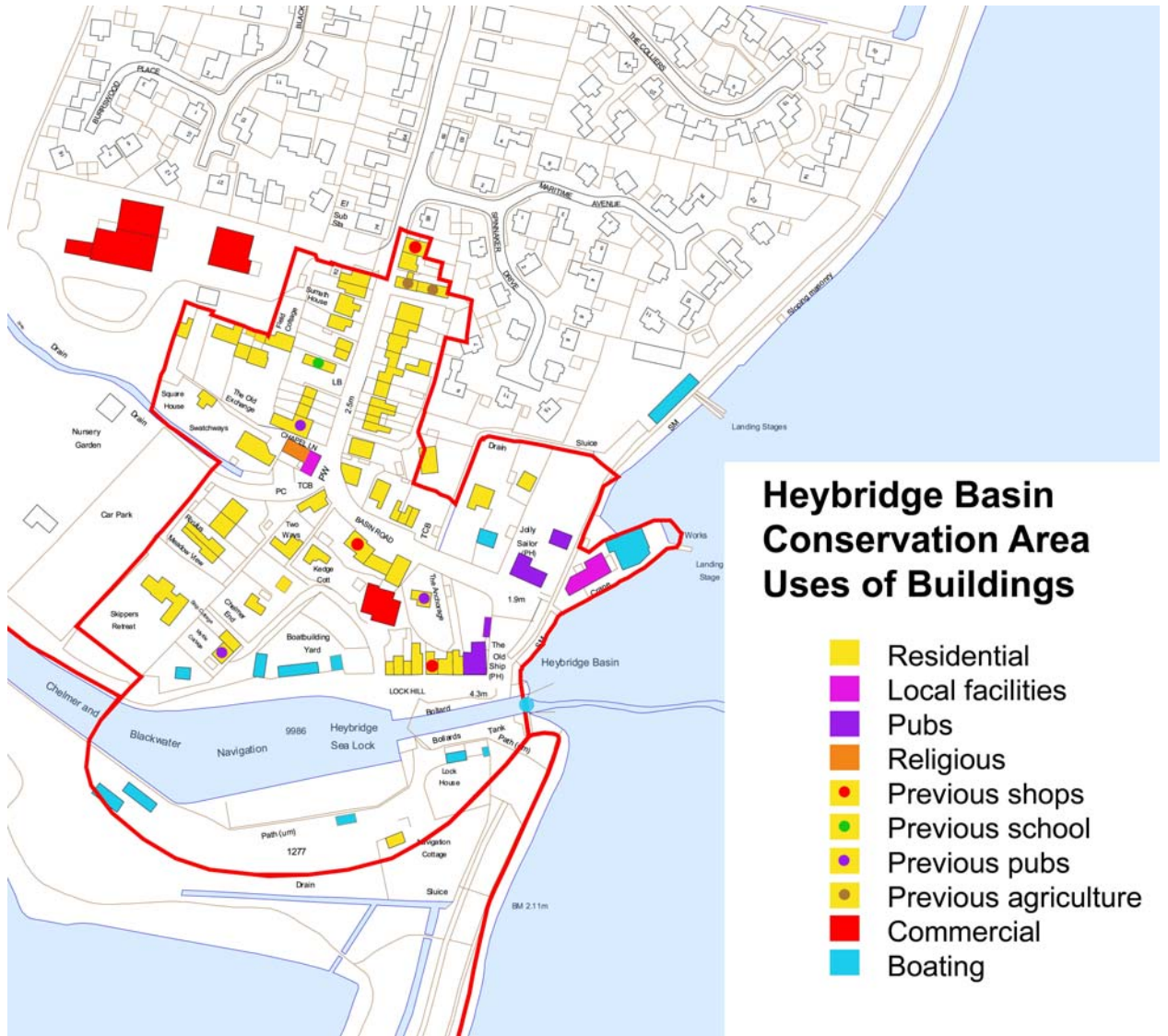


Fig. 20. Map showing Uses

5. MATERIALS AND DETAILING

Modest proportions and traditional materials and detail make a significant contribution to the character of the local area.



White or off-white painted weather board is characteristic of the earliest cottages and its retention on numbers 4-7 Lock Hill is very valuable, especially to Miranda where it comprises the original thicker boards. Black weatherboard is used on boatsheds, subsidiary utilitarian buildings and secondary elevations, with the unusual exception of the Navigation Cottages. The solitary use of black weatherboard on the modern house (Aysgarth) in Basin Road is alien because the house is too domestic in character for the imitation of a shed and is unlike any other substantial buildings on the edge of Basin Road.

Fig. 21. White & black weatherboard

Rendered elevations are quite common but are the result of later alterations, with the exception of a group of buildings from the nineteenth and early twentieth century such as Tolcraft (which is pargetted as was quite common in the county circa 1900).

Bricks are handmade London red and yellow stocks or more rarely soft local reds, laid in Flemish Bond, with occasional use of two colours to subtly define quoins, bands and arches and some dentilled eaves decoration. Only modern buildings have stretcher bond brickwork which is monotonous by comparison.



Fig. 22. Red brick with quoins of gault brick



Fig. 23. Painted brickwork showing door arch



Fig. 24. Flemish bond red brick

Roofs on the earliest cottages on Lock Hill comprise traditional double cambered handmade red plain tiles laid steeply (47 to 50 degrees) with the exception of one later replacement in slate (which is not historically appropriate for that pitch so reinstatement of plain tiles should be considered).



Fig. 25. Handmade plain tile roof

The majority of buildings are typical of the early nineteenth century with natural blue-grey slate at a lower pitch (35 to 40 degrees), usually hipped. Slate is also used where earlier buildings are extended at a lower pitch. Orange clay pan tiles are a characteristic of the area, on outbuildings, the original dairy and subsidiary buildings such as workshops and unusually (probably replacements) on smaller houses such as Navigation Cottage (originally 2 small cottages) and 94-98 Basin Road. Whilst handmade pan tiles are characteristic of the area, machine made tiles and concrete tiles are not, and they are generally alien when used on house roofs.



Fig. 26. Natural blue-grey Welsh Slate



Fig. 27. Handmade red clay pantile

Chimneys are an important characteristic of the area, with good distinctive brick chimneys and original clay pots (some with attractive rope detail) surviving on most buildings. They provide interest on the skyline and are all valuable. Central chimneys in yellow stock brick (especially on pairs of cottages) are common, but occasionally and on the earliest buildings they are slimmer and taller in local handmade red brick. Many are repointed badly and in cement which is damaging to the brick and character of the chimneys.

Fig. 28. Red brick chimneys & clay pots



Rooflights are not characteristic of this conservation area and would detract from the simple roofscapes. Dormers are also uncommon and historically only found on the rear of 5-7 Lock Hill where the 19th century gambrel roofs are the only ones in the locality.

Windows are traditional painted timber, either symmetrical flush casements or vertically sliding sashes and more rarely pivoting sashes, although plastic replacements and late twentieth century factory catalogue windows are on most houses in Basin Road and are seriously harming the appearance of the area, due to their flat lifeless appearance and crude detailing. A few houses have better detailed upvc sliding sash windows but although they are considerably better than the average, they are noticeable as upvc and double glazed, and not as well detailed as the originals. The extent of harm is now at a critical stage where there are only a few original windows to copy for any reinstatement and enhancement of the area. The surviving windows and also shop windows are valuable and should be retained.



Fig. 29. Side opening timber casements



Fig. 30. Vertical sliding timber sash



Fig. 31. Pivoting timber sash

Doors have also been most significantly altered. The original painted timber panelled doors are rare and should be preserved. Most have given way to plastic or other crudely designed doors. The larger houses have historic classical painted timber doorcases which are especially important.



Fig. 32. 4 panel timber door above



Fig. 33. Classical door surround



Fig. 34. 4 panel door with upper glazed panels

Porches are not characteristic of this conservation area, although along Basin Road modern porches and forward projecting extensions and garages feature and obscure the simple form of the buildings.

Boatsheds are less substantial in character, with simpler details. Their roofs are natural slate or pantile, with some replaced in less attractive & less substantial felt. Walls are in black (or less commonly white) weatherboard, with a little (probably later) render. Doors are simply boarded painted timber and windows are simple single glazed painted timber.

Boundary treatments are an important form of townscape enclosure and make a significant impact on the area. Boundary walls and fences are typically low to front and side elevations on public roads, but higher along lanes. Brick boundaries are less common but substantial on the most prominent corner site where enclosure by built form is lacking. Picket fencing was historically used to surround front gardens, usually painted white and some important examples exist at the change of direction in Basin Road. Hedged boundaries (sometimes with unpainted picket fencing) are appropriate and frequent on the more rural periphery and to rear boundaries. There are also various poor quality timber, render and stretcher bond brick boundaries which harm the appearance of the area. Iron railings are not characteristic of this conservation area.



Fig. 35. White painted timber picket fencing



Fig. 36. Picket fencing along both sides of Basin Road in the early twentieth century (Harrison, D. from Barbrook, I.)



Fig. 37. Yellow stock brick wall with angled capping bricks.

Fig. 38. Red brick wall with half-round capping bricks





The main road is tarmac, but the lanes and towpath road are loose shingle and the waters edge and quayside is concrete and stone, with gravel paths.

Fig. 39. Hedges and shingle lanes

Fig. 40. Towpath

Apart from short lengths along Basin Road, there are no pavements which is wholly appropriate for this isolated semi-rural village. Kerb stones on the east side of Basin Road are natural stone, although some concrete replacements elsewhere are bland and inappropriate by comparison.

6. AREA ANALYSIS

Heybridge Basin has a unique character. It was developed from scratch as a working village during a specific time to serve the canal. It is surrounded on two sides by water (the canal and the river) and on the others by marshland, originally being without any road connection to the outside world. Although the self sufficient and isolated character of this village has been significantly reduced by later development, the Basin Road and water transport still provide the primary links with the rest of the District. In many ways it is typical of a rural Essex village, in its building types, forms and materials for instance, but it is a product of an unusually short period of building. It also has a very high proportion of buildings devoted to maritime commerce and tourism. The sum total created is very unique.

The following paragraphs will define this special character, by aid of description and visual annotation, supported by *fig.41*.

The conservation area has been divided into four sub areas, based around the Canal Lock, the Riverfront, the Basin Road and Back Lanes.

Each building has been assessed and its contribution to the appearance and character of the conservation area has been graded. Whilst this system is subjective, it aims to provide a guide to aid the planning process. The criteria for the grading were:

1. Listed buildings, important landmarks, buildings making a significant positive contribution.
2. Positive contribution through design, age, materials, siting or detailing.

3. Neutral contribution. Neither positive or negative contribution. Including buildings which may have been altered in an unsympathetic way.
4. Negative, including substantially altered or of poor materials, design or siting. Enhancements may increase to 2 or 3.
5. Negative buildings, which do not relate to the character of the area, demolition and redevelopment would be encouraged.

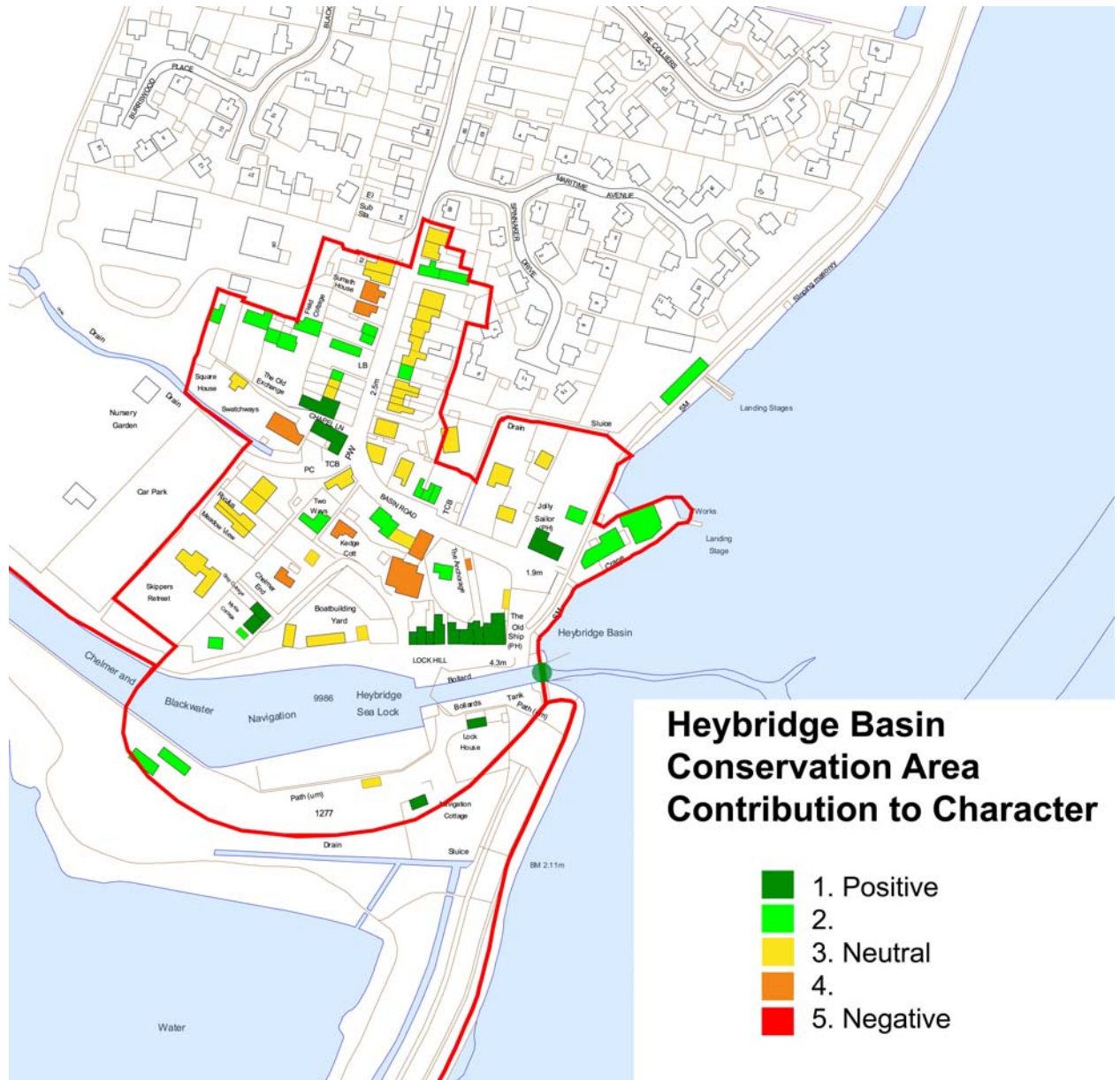


Fig. 41. Assessment of Contribution of Individual Buildings to the Character of the Conservation Area

The Canal Lock

The Canal Lock is the historic centre of the settlement prior to the nineteenth century development inland into Basin Road. It comprises all of the listed buildings as well as the most variety of buildings in the settlement - the canal buildings, the first cottages, a pub and utilitarian buildings such as boat sheds. It is an open space, including the Sea Lock of the Chelmer & Blackwater Canal, with buildings each side separated by the towpath road, canal and lawns.



Fig. 42. The Canal Lock environs

The buildings along both sides of the canal are of historic importance. The canal and adjacent land and roadway are still under the single ownership of the Essex Waterways Limited which provides a continuity of control.

The canal pound lock dominates this area, an attractive and popular space. The northern side is more utilitarian with hard surfaces predominating, appropriately gravelled tow path and access road, boat equipment storage, boat sheds and paved pub seating area. The southern side is much softer in character with grass and isolated canal buildings.



Figs.43 & 44 The Canal Lock

The Canal Lock is a grade II listed building and dates from 1793. The gates and the landward side have been altered in the twentieth century and recently the railings and beam have been painted in a bright but appropriate maritime blue.

North side of the Lock – (Lock Hill)

The buildings closest to the Canal Lock are two storey terraces, with front doors straight onto the towpath road and emphasising the close relationship of the buildings with the canal. The terrace nearest the river dates from 1796 and the other dates from 1797.

From the river, the first building is the **'Old Ship Inn' public house**, originally 'The Chelmer Brig' and partly rebuilt and renamed in 1858. This is a grade II listed building, rendered, with slate roofs, good roofscape with original chimneys and original door and windows. It has a clumsily designed conservatory on the eastern gable end and is unfortunately spattered with light fittings.



Fig. 45. The 'Old Ship Inn'

The adjacent buildings comprise two terraces of houses, both listed grade II and dating from the 1790s. Number 1 (Miranda) was originally part of the pub 'The Chelmer Brig'. They are shown in their original rebuilt form on a photograph of circa 1910 (*fig 47*). The terrace closest to the 'Old Ship Inn' has been much changed with extensions, altered windows and removal of weatherboarding. The roofs to both groups are very attractive, in predominately original plain tile on an appropriately steeper roof pitch and articulated by original brick chimneys. **Numbers 1-3 Lock View** (attached to the 'Old Ship Inn') comprise the most altered group, but are still attractive. They have bright pink painted render walls instead of the original white weatherboard, twentieth century timber windows and doors, some with modern top-lights, and number 1 has a rather poorly proportioned porch. Number 3 retains a shop window which is of interest. **Numbers 4-7 Lock View** are remarkably important and original, including original chimneys, handmade red tile roofs on the front and tile and slate gambrel roofs on the rear, multi pane sash windows and doors on numbers 5, 6 and 7. Number 4 has been more altered having had replacement natural slate roofing, a large flat roofed extension to the rear and twentieth century windows.



Fig. 46. Numbers 1-3 Lock Hill

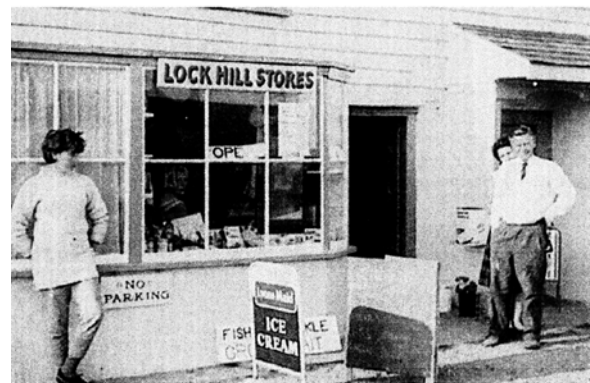


Fig. 46. Shop window at 3 Lock Hill (Harrison,D)



Fig. 47. Lock Hill circa 1910 (ERO)

Fig. 48. Numbers 4-7 Lock Hill

To the west of the cottages is a comparatively open triangular area of land within a lane that starts and returns to the canal. It was originally an open area containing wharfs and a granary, now boat storage and boatsheds within scrub and concrete hardstanding. At the **Chelmer and Blackwater Boat Building Yard**, three buildings remain from the boat-building industry along the canal. They date from the twentieth century and are utilitarian in character rather than pretty. They are however important for the history and identity of the settlement. They replace the original canal granary demolished in the mid twentieth century. There are two workshops perpendicular to the canal with a lower boatshed building between them parallel to the canal. The easterly workshop is in brick with cladding of weatherboard and profiled fibre sheet roof. The boatshed is also in brick with a monopitch roof and a row of wooden boarded doors facing the canal. The westerly workshop is clad in corrugated iron with some weatherboard in the gable and has timber windows and large boarded doors. The site is concreted around the buildings with some open-air storage between the buildings. Some weeds are growing in joints of the concrete which will need fairly regular attention.

The area is now being considered for redevelopment. As this site is still in use, proposals for resiting the structures and hardstanding for the boats and equipment necessary need to be identified and agreed prior to agreement of any principle of redevelopment of the site. If this redevelopment takes place, it is important that trees to the western edge and the openness and views along and through the triangular yard are retained; and that buildings are respectful and subsidiary to the more important listed Lock Hill cottages and do not dominate the historic buildings situated adjacent but lower than this site (e.g. Myrtle and Ship Cottages).



Figs.49 & 50. Chelmer & Blackwater Boat Building Yard

Leading away from the towpath is a lane which follows the edges of the triangular yard in a loop back to the canal. It is very rural at the western end – the surfaces are soft, with gravel road, bushes, trees, hedges, grass and wild flowers, including a prominent horse chestnut. This is significant and care must be taken not to lose this spatial, undeveloped quality. It continues in this character northwards along the footpath to Basin Road. At Kedge Cottage it turns eastward back to the towpath gradually with a more utilitarian character, although the hedges to much of this area are important to obscure rear yards and gardens.

At the western towpath end there is a modern canoe store. Next to that is a boatshed. It is within the garden of **Myrtle Cottage** and interesting as a copy of an earlier boat workshop fronting the original stable range when Myrtle Cottage was the original 'Ship' public house. It is black weatherboarded on a timber frame with double doors at both ground and first floors and a modern pantile roof finish. A satellite dish is rather prominently and unfortunately displayed on the front of this building.

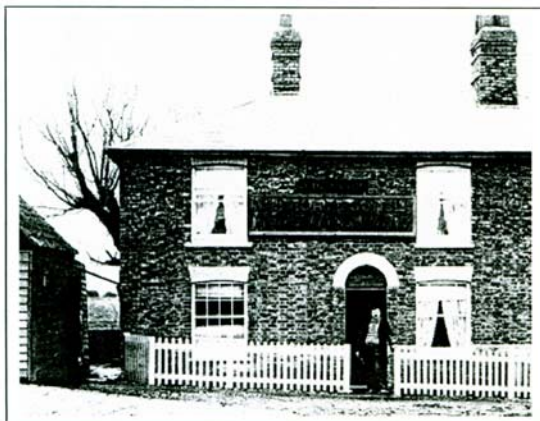


Fig. 51. Myrtle Cottage and replica of boatshed

Fig. 52. Myrtle & Ship Cottage

Fig. 53. Myrtle Cottage as The 'Old Ship' Public House in circa 1905 (ERO)

Myrtle Cottage and Ship Cottage are attractive and very original semi-detached houses in yellow stock brick close to the towpath and dating from the 1790s. They are unlisted but retain one of their two chimneys, semicircular arch doors and some of their painted timber marginal light sash windows (others replaced in upvc), and both doors are unsympathetic factory timber replacements. Myrtle Cottage has been extended, at a date almost contemporary with its original build as can be seen by a vertical joint in the brickwork. If original features exist internally the early date of the buildings may justify listing, but the upvc windows, although good of their type, would detract from that interest.

Chelmer End and **Kedge Cottage** are modern detached houses, set back and both dating from the late twentieth century. They have quite unsympathetic proportions and more monotonous design and details compared with the traditional character of adjacent houses.

Along the more utilitarian part of the path, **Leanna Works** is a late twentieth century factory building, the largest building in the conservation area, quite prominent and unattractive in views from the canalside.



Figs. 54. & 55. Kedge Cottage and Leanna

Southern side of the Lock.

Little development has taken place on this side of the canal, being restricted to the nineteenth century Lock Keepers Cottage and Navigation Cottage with smaller ancillary outbuildings and boatsheds. The mature trees, primarily willow, form a natural backdrop to the scene and the character of the space is progressively more rural and less manicured as it leaves the riverside.

The **Lock Keepers Cottage** is situated on an open site, surrounded by grass and prominent in canal and river views. It dates from 1842 and is listed grade II. It has bay windows and glazed porch to allow the lock keeper greater visibility so their retention is important, as are the original finishes and details such as welsh slate and single glazed windows (though the upper windows are quite sympathetic replacements). It has original chimneys which give this building added presence.



Fig. 56. The Lock Keepers Cottage

Navigation Cottage (originally two cottages) dates from the 1820s and is unusually in black weatherboard with pantiled roofs, echoing the utilitarian sheds that served the canal. It is also listed grade II and is seen prominently in long views of the canal. A more modern building serves as a gallery and is sympathetically designed.



Fig. 57. Navigation Cottage



Fig. 58. Boatsheds along the canal edge

More utilitarian **store and boatshed buildings** are dotted about, close to the canal edge, in weatherboard and render. The closest to the canal edge is the oldest and dates from circa 1900, retaining its original slate, weatherboard and joinery. This and its neighbour are within an area of scrub and overgrown but still in use.

The area has boating stores, fixtures, bins, containers, signs and benches which could be a clutter, but they are in reasonably ordered groups, evidence of an overall control, which is beneficial.

River Blackwater



Fig. 59. The River Blackwater

The riverfront is dominated by the Blackwater and structures that relate to its use, often quite utilitarian. A path follows the river's edge northwards, immediately behind the modern sea defences.

From the lock, looking towards the north is a **landing stage** and projection (the Spit) extending into the estuary and containing **marine supplies, a tearoom and gallery** with white boarded walls and a red pantile roof and a red corrugated iron boat workshop with weatherboard walls, all appropriate for their location. There are several smaller weatherboarded buildings connected with the tearoom. The paving around the tearoom comprise depressingly dull grey concrete slabs with benches in a picket fenced enclosure. Hard surfacing is appropriate for this quayside position but the space is

rather too cluttered. Because this space is outside the harbour wall it has good views of the river, but would be improved by relocating the ice cream kiosk.

The path passes above the Jolly Sailor pub in Basin Road. It is dominated by the concrete flood defences for much of its route, but the river can be viewed over the concrete. Whilst the introduction to the path is not promising, being contained by the concrete and a tatty timber panel fence to the pub, nature has begun to take over beyond this, with bushes giving a rural character. These bushes provide the background to the sea wall for the extent of the rest of the conservation area in this direction.



*Fig. 60. The river path
Figs.61 & 62. The riverfront*

This is the working heart of the village - wooden pontoons, landing stages and gangways being well used and critical to the character of this conservation area. A covered pontoon is the current repair site for a barge, the 'Dawn'. A concrete container signals the position of the sluice.

The Basin Road

Basin Road is the centre of the Conservation Area and the greatest density of buildings in the village is at this point, although none is listed. It was built to connect the canal and wharves with the Goldhanger Road in 1811. There is a relatively tight grain. Most buildings are two-storey semi-detached houses dating from the early C19, some extended to attach to neighbours and create longer terraces, but there are other detached and small terraced groups of houses and single storey buildings. They are mostly constructed in London Stock and red brick, some subsequently covered with render and paint, and have shallow pitched slate roofs and shared brick chimneys.

Although historic uses within the road have diminished, the school (much extended) and chapel and a late nineteenth/early twentieth century shop front survive. These are a valuable record and defining characteristic, and should be retained.

The Basin Road leads off the riverfront with an L-shaped layout, leading first westwards from the riverfront, and then changing direction and character northwards. Nearer the riverfront are the Jolly Sailor Pub and modern domestic infill and much space between buildings, reflecting this area's origins as the site of the original sea wall and last piece of land in the conservation area reclaimed from the marshes. The weatherboarded nineteenth century **URC chapel** is prominent at the change of direction, and north of this point the buildings are more tightly packed.



Figs. 63 & 64. Looking North and South from the change of direction at the chapel

South Side

The remaining length of the nineteenth century stock **brick wall behind the Old Ship** is attractive in flemish and garden wall bond with a shaped brick coping and gives good definition to the road boundary edge leading from Canal Road into Basin Road. With the yew trees alongside it helps to mask the ungainly garage to 1 Lock Hill (Miranda) beyond.

The Anchorage is a nineteenth century detached house, previously the 'Live and Let Live' public house. It is painted cream and rendered over brick and has late nineteenth/early twentieth century painted timber windows. The timber decorative doorsurround, slate roof and chimneys are original and attractive. There is a tatty and slack-roofed timber lean-to on the eastern side of the house. The boundaries comprise an attractive hedge but with less attractive vertical slats to the roadside and vertical boarded panels to the west boundary.



Fig. 65. The Anchorage

Aysgarth is a modern house which may be the thorough remodelling and extension of a small roadside building featured on the 1897 & later OS maps. If previously a farmbuilding the black weatherboarding may be appropriate to the front part but in the current context and massing it is alien.



Fig. 66. Aysgarth & 102 Basin Road

It is attached by a simple rendered link (**number 102**) to **number 104 (Tolcraft)** which alone of the houses in Basin Road retains a shopfront which is of interest (it was a grocer, post office and garage). Tolcraft is rendered with harsh cement pargetting in standard stippled panels and a central barge feature in render, unlike traditional pargetting but characteristic of its 1900 date. This group is unattractively surrounded by concrete hardstanding and has lost its boundary on the road edge. Next to Tolcraft is a simple and attractive garden with fruit tree and traditional shed but surrounded by poor quality fencing.



Fig. 67. Tolcraft, 104 Basin Road



Fig. 68. Tolcraft as a shop (Harrison,D)

The entrance to the carpark is sensitive of its type, being quite modest, with hedging. Next to this is a prominent corner site with an early twentieth century bungalow, **Rohan**, which is of a sympathetic scale to the URC chapel adjacent but cramped in its site and lacking presence.



Fig. 69. Basin Road looking towards Rohan

West side

The URC Chapel dates from the mid nineteenth century expansion of the Basin and is annotated as a Wesleyan Chapel on the OS 1875 1st edition map. It is an L-shaped single storey weatherboarded building with slated roof and original fenestration and detailing. Although currently unlisted, it is very unaltered and a significant landmark in an important position within the settlement, and therefore must be retained. An internal inspection is advised with the possibility of listing.

The front range of the URC Chapel is later, comprising the **Reading Rooms**, funded by public subscription in the early twentieth century.



Figs.70 & 71. URC Chapel and The Old Exchange, 100 Basin Road

On the opposite corner bounding Chapel Lane is **number 100**, the most substantial house in the settlement, and dating from the mid nineteenth century, originally '**The Exchange**' public house. It is prominently positioned and attractive, retaining original features. It is two storeys in height, in light painted brick with an original slate roof and central chimney. It has an original pedimented doorcase and original doors and windows, all of importance. The front garden is very attractive with mature trees and retains its original picket fence and red brick boundary wall. The house extends, diminishing, to the rear along Chapel Lane with side entrance, stone steps and iron handrails. All windows, doors and architectural features are also original along this elevation (including some unusual central pivoting windows), apart from a single storey extension at the end with a less attractive twentieth century dormer, modern storm casement window and very unattractive up-and-over garage door at the end. If the originality of the main house extends to the inside as well, it is of sufficient interest in this setting to consider listing.

Attached to the north of number 100 is a terrace of three cottages, all roofed in pantiles, with original chimneys providing good roofscape interest. They are of two different dates, probably all mid to late nineteenth century. They are modest and vernacular in character. The first two, **98 & 96**, have been unsympathetically modernised, the chimneys being the clue to their history. Number 98 is double-width so may have originally been two cottages and has been drastically changed with upvc 'georgian' windows, heavy render to walls and a porch. Number 96 has similarly been changed with cement render walls, upvc windows and a modern porch.



Figs. 72 & 73. 94-98 Basin Road

Number 94 is the most attractive and original of the group. It was built at a different time to the other two, being a little taller and probably slightly pre-dates them (there is an awkward junction between 98 and 100 adjacent a first floor window indicating this was not originally designed). The house is a little tatty so vulnerable to unsympathetic modernisation, which has started with a upvc front door. It is built in red brick in Flemish bond with gauged brick arches. It has windows from circa 1900 and good roofscape with two very prominent original chimneys and tall chimney pots.

All the front gardens in this group have been lost, unfortunately opened up to the road for car-parking. The boundaries between buildings are only modern picket fencing and a modern stretcher bond brick wall between numbers 94 and 92.

The Old School House is a valuable historical record. It was modest, a single storey weatherboarded building (unlike its two storey neighbours) but has now been much extended, and damaged by upvc windows. It has a QEII letterbox in front, on a modern brick wall which (although not very attractive in itself) successfully delineates the front boundary.

80 - 90 Basin Road comprise nineteenth century houses with two substantial modern houses in the middle of the group, which are alien in this context due to their large spans, orientation and details. Apart from some original windows on **number 84**, original joinery has been lost. Parking in front gardens predominates. Number 84 has a prominent satellite dish which should be relocated more sympathetically.



Fig. 74. The Old School House & 80-90 Basin Road

Fig. 75. 80 Basin Road and entrance to the Blackwater Timber Yard

Behind numbers 80-90 is the **Blackwater Timber Yard**, a now derelict industrial site, accessed from gates immediately next to the Conservation Area. This site is identified on the Local Plan as M/E/1/18, a Business/Industry allocation without planning permission.

The boundary of the Conservation area includes part of a concrete groundslab and overgrown fencing and does not follow any defined boundary on the ground. Because this site is likely to be redeveloped and for better legibility of the boundary, it is proposed that the Conservation Area be amended here to follow property boundaries more closely and include the rest of this area to the entrance to the site.

East Side



Fig. 76. Basin Road with 67 & 69 in foreground

Numbers 67 (the Old Butchers Shop) & 69 date from the nineteenth centuries, but much altered unsympathetically, although they retain their original chimneys. Number 67 has been substantially extended to the north in similar painted brick and a vehicular archway.

Barn House, number 71, is a significant corner building from the late nineteenth century, with curved corner drawing the eye to the lane alongside which was previously the entrance to a timber yard. Barn House was previously the Heybridge Basin Dairy, a rare reminder of the village's rural roots. Roofscape interest is provided by original tall brick chimneys, steeply pitched pantiled roof and subsidiary lower roofs of the rear buildings. Upvc windows detract from an otherwise distinctive building.



Figs. 77 & 78. Barn House and originally as The Heybridge Basin Dairy

Numbers 75 – 85 are all semi-detached houses in yellow stock brick, dating from the late nineteenth century, with central stock brick chimneys. They have been much extended and altered with upvc, aluminium or 'georgian' factory timber windows and doors, render applied over brickwork, roof finish alterations and unsympathetic porches. Pilot Cottage, number 85, although the only house retaining its important original welsch slate roof, painted timber windows and door has a very unattractive circa 1960 flat roofed side extension and dull pebbledash obscuring the original attractive brickwork.



Fig. 79. 75-81 Basin Road



Fig. 80. 83 and Pilot Cottage, 85 Basin Road

Numbers 87-93 comprise a late nineteenth century red brick terrace, with altered windows and doors (primarily upvc) and a modern cement render plinth. They retain their original slate roofing and brick chimneys and have distinctive yellow stock brick quoins and arches. Number 93 is the only house in this group retaining its front garden, albeit inside modern brick walling.



Fig. 81. 87-93 Basin Road



Number 95a (Broad Reach) is modern, in a brighter red brick and stretcher bond, concrete roof tiles and too wide a building span, but it does have a chimney (too small in proportion) and copy of the original painted picket fences that were a characteristic of Basin Road.

Fig. 82. Broad Reach, 95a Basin Road

Number 97 (Iona's Cottage) is a very prominent building at the change of direction of the road. Although originally from the late nineteenth century, similar to many others in the road, it has been substantially and unsympathetically extended.



Figs. 83 & 84. Iona's Cottage, 97 Basin Road

Numbers 101- 105 comprise a nineteenth century terrace, originally longer than now exists. The group has painted Flemish bond brickwork and original chimneys, decorative pots and mostly original sash windows. There are some unsympathetic extensions but the group is comparatively quite well preserved.



Figs. 85 & 86. 101 – 105 Basin Road

Numbers 99, 107 and 109 are from the twentieth century. Numbers 107 & 109 are substantially built brick houses on the most recently reclaimed land, postdating the most popular demand on land in the village so they have spacious gardens and the houses are set back well within their plots. Number 109 has a timber boatstore in the front garden, being one of the closest buildings to the riverfront, but it is in poor condition.

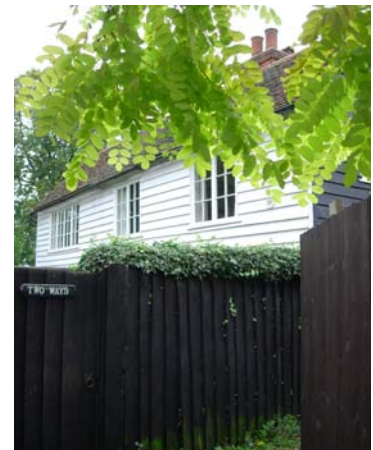
The Jolly Sailor public house is prominently positioned at the junction with Basin Road. It is the earliest documented building dating from the early 1790s but is currently unlisted. It is in cream rendered brick; the only two storey building on the river front, but positioned lower than the other buildings, below the flood defence embankment. The building is attractive and retains its original features of importance such as chimneys, joinery and traditional slate roof, but marred by over-ebullient signage and some poor quality shed storage to the side. To the rear is a tarmac carpark and a courtyard (both finished rather bleakly in modern materials) and a storage shed with modern pantile roof but which is otherwise probably nineteenth century, with good traditional detailing and tar finish.



Figs. 87 & 88. *The Jolly Sailor Public House*
Fig. 89. *The Jolly Sailor Inn in circa 1905 (Harrison,D)*

Lanes

The lanes date from the late nineteenth century, originally providing access to commercial buildings now lost, apart from Chapel Lane which followed the route of a drainage ditch, now reduced. They radiate from Basin Road and provide a more rural character to the centre of the village.



Between Tolcraft and Rohan is an alley called **The Passage**, leading southwards back to the canal lane and towpath. It is bounded by tall timber panel fencing for much of its length, though hedging appears more attractively at the southern end. **Two Ways** is the only building directly accessed from the lane and the earlier and more attractive of a group of more substantial houses (Chelmer End & Kedge Cottage are the others). It dates from the nineteenth century and may be part of the building first featured on the 1811 map. It has a steep plain tiled roof with a good substantial red brick chimney, white and black weatherboarded walls and traditional painted timber joinery (*fig. 90*).

Chapel Lane leads westwards from Basin Road between the chapel and number 100. It begins unpromisingly and negatively, skirting a tarmac sea and a sprawling bungalow (**Swatchways**) in stretcher bond brickwork and concrete tile roof, concrete post timber panel fencing and garages with metal up-and-over doors (entrance to **The Old Exchange**) but is made attractive by the hedging to its south and significant glimpses of houses and gardens (**1-3 Chapel Lane, Bodleys & Holly Cottage**) beyond. The late nineteenth century **Square House** is isolated in the woodland and would be attractive, if it were not so poorly maintained.



Figs. 91, 92 & 93. Chapel Lane passing The Old Exchange, Swatchways and Square House

Between 93 and 95a Basin Road is a lane leading to a bungalow and rear gardens. It is suburban in character to start but becomes more attractive once it changes direction towards the north.

Following the boundary of the conservation area with the car park is a short access road to twentieth century houses. The original path was on the opposite side of these gardens. The new access road is open, gravelled and edged by timber panelled boundaries. **Rivulus** and **Riverview**, comprising two halves of a substantial house are the earliest, dominated on the entrance by alien external staircases. **Skippers Retreat** is a substantial bungalow with large trees including willows, outbuildings and a large pond in a substantial and mature garden leading to the edge of the towpath.



Fig. 94. Rivulus & Riverview



Fig. 95. Skippers Retreat

7. RECOMMENDATIONS

7.1 Changes to Boundaries

The boundary of the conservation area has been unchanged since the first designation in 1975, since when there have been some significant changes in the recognition of latter buildings and the importance of the spaces between buildings. There is also a number of anomalies created due to new development since designation which has split land ownership in some cases. It is generally desirable to define boundaries on significant features 'on the ground' and use existing property boundaries, rather than dissecting buildings or landownership. The revised Conservation Area boundary is proposed as follows:

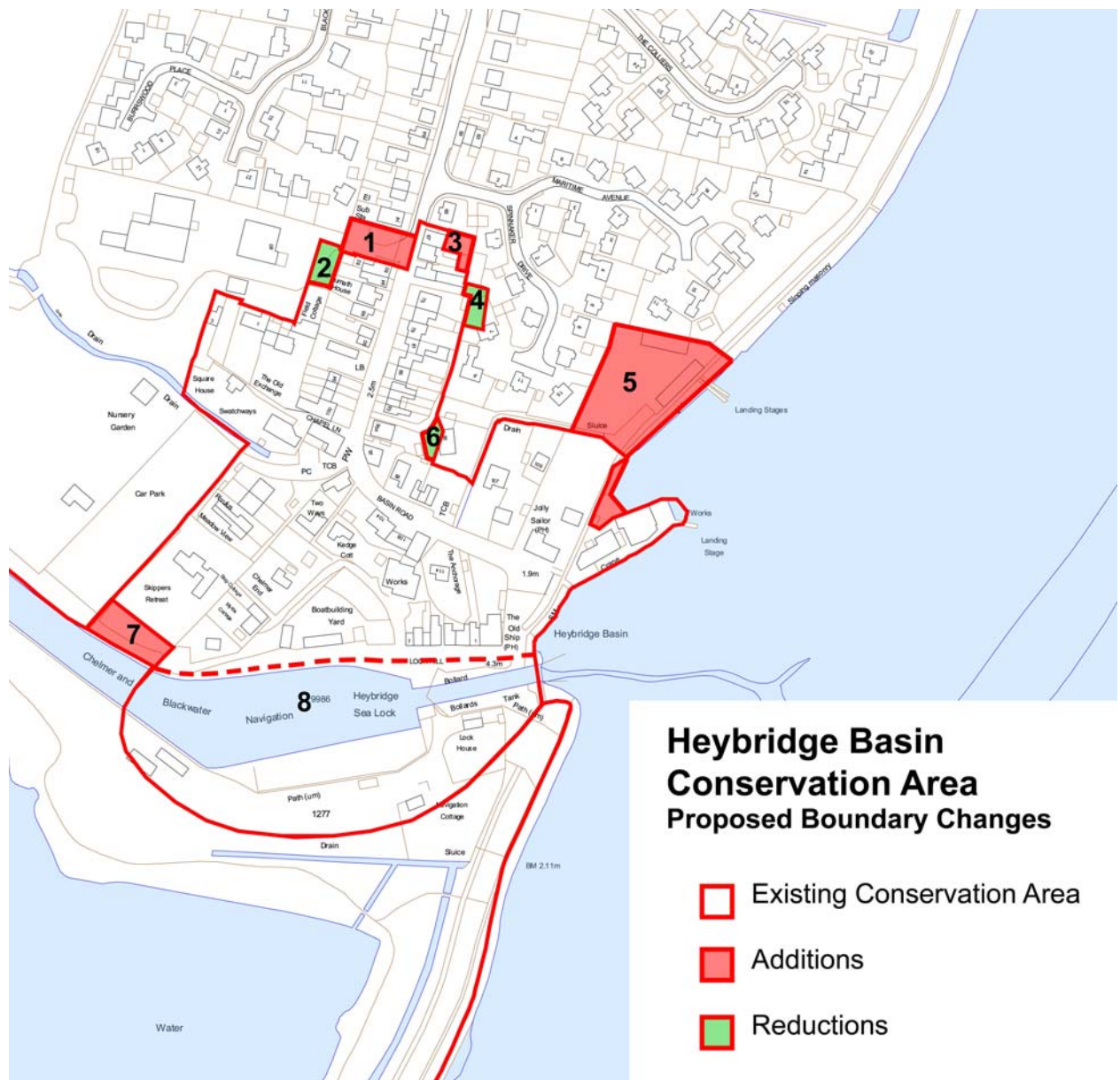


Fig. 96. Proposed alterations to conservation area boundary.

Proposed Revisions:

1. & 2. The northwest recess in the boundary cuts through a building (number 80 Basin Road) and does not follow property or historic boundaries. It includes small parts of the Blackwater Timber Yard, a main potential redevelopment site in the core of the village but not the entrance, which would have significant impact on the conservation area adjacent. It is proposed that this is simplified to follow the property boundaries and include the entrance instead of parts of the yard.
3. In the north east corner the boundary steps across the rear of buildings rather than following the property boundaries. It is proposed that it is simplified to follow the property boundaries at the rear of numbers 67 & 69 Basin Road.
4. Adjacent the above, the boundary steps out to cut across a modern house. It is proposed that it is simplified to follow the property boundaries.
5. Immediately beyond the northern extent of the conservation area along the river front, is a riverside group of workshops, part of Stebbens Boatyard and dating from the late nineteenth and early twentieth centuries. They have corrugated iron roofs, render and weatherboarded walls and original painted timber joinery. This area is both attractive and important to show the historic boatbuilding development of the river frontage and it is proposed that they are included in the Conservation Area.
6. The boundary to the rear of 95a currently cuts across the corner of the bungalow behind. It is proposed that it follows the property boundaries.
7. In the south west corner the boundary cuts across the garden of Skippers Retreat to leave a wedge of garden outside the conservation area. It would be more logically moved to the property boundary to abut the Chelmer & Blackwater Canal Conservation Area.
8. Consideration should be made whether it would be more practical and logical to continue the boundary of the Chelmer & Blackwater Canal Conservation Area along the towpath to the river, so that the whole of the canal including the Basin, Sea Lock, Lock Keepers Cottage and Navigation Cottage is within the Canal Conservation Area and the Heybridge Basin Conservation Area is reduced to comprise the village itself, including Lock Hill.

7.2 Additional Planning Controls

A reassessment of the historic buildings should take place as there have been none added to the statutory list of buildings of special architectural and historic interest since 1971 and study of the area has identified further buildings that would benefit from further investigation in view of their completeness or earlier date, specifically the **URC Chapel & Reading Rooms, The Anchorage, The Jolly Sailor PH and Myrtle & Ship Cottage.**

The major threat to Conservation Area character is gradual erosion by minor changes, most of which do not currently require planning permission. These changes have already made a significant and damaging impact on the Conservation Area and we noted a further deterioration during the period of appraisal, including the replacement of timber windows by upvc and the rebuilding of modest buildings using unsympathetic modern materials. At the date of writing (November 2006) there was only a single building amongst Basin Road's numerous semi-detached cottages retaining its original door and windows and if those are replaced the evidence of the past for this whole area would be permanently lost. Traditional details, windows types, doors, materials and boundary treatments all play an important role in defining the character of the area and have been eroded to a damaging extent since designation of the Conservation Area.

These objectives could be achieved in less damaging ways, if proper care and thought can be given, which is the benefit of the planning process.

The local planning authority can bring many of the changes within the remit of the planning system, with the use of Article 4(2) controls. It is therefore proposed that Article 4(2) directions are sought to control the following works within the conservation area:

Alteration of a Dwelling house affecting windows, doors or other openings to the front and side elevations including the insertion of dormer, rooflights or other windows in the roofs and the change of roof materials.

The application of any form of cladding or rendering to the external walls of the front and side elevations.

The erection or construction of a porch or extension outside the front or side door of a dwelling house.

The erection or construction of any fences, walls, gates or other forms of enclosure to the front or sides of a dwelling house.

The construction within the curtilage of a dwelling house of a vehicle hard standing incidental to the dwelling house. The formation of an access to a dwelling house from an unclassified road.

The painting of the exterior of any wall of a dwelling house with a different colour.

Where additional planning controls are imposed it is important to make it clear to residents that existing listed building controls are far more stringent, so that there is no misunderstandings regarding the control of works.

7.3 Risks

The Chelmer & Blackwater Navigation Ltd has been in Administration since August 2003 and is in the process of selling assets including property within the Conservation Area, including the Yard adjacent the Canal Lock. This will create some demand for redevelopment to maximise the value of these assets.

There is a further potential redevelopment area partly within the conservation area identified as M/E/1/18 on Local Plan, being the Blackwater Timber Yard.

Most of the village is within a high flood risk area and development including change of use would be subject to Environment Agency criteria, which may involve raising the building, with consequent impact on heights related to adjacent buildings. Essex Waterways Ltd has identified leakage of the canal and erosion of the bank in their 2006 Business Plan and proposes permanent sheet piling to deal with it, but this would not overcome the risks identified by the Environment Agency.

Essex Waterways Ltd has identified potential to increase moorings at Heybridge Basin in their 2006 Business Plan which may have impact on clutter within the Basin area.

7.4 Enhancements

An important part of the role of conservation area designation is the duty to enhance, not only preserve. There are a number of opportunities to reinforce the character and improve the appearance of the conservation area, which are set out below:

1. **Car parking.** The major detraction from Basin Road is the extent of hard standing and sometimes the parked cars. Clearly car parking was not a concern until the twentieth century, and now the reliance on the motorcar is such that it would not be feasible or desirable to remove cars entirely from the conservation area. The main car park is used by both residents and visitors but during the summer season the spaces are in much demand and parking becomes more of a problem. The opportunity should be taken to obtain an overflow site close to the village to reduce the strain, for instance as part of any redevelopment of the Blackwater Timber site.
2. **The pavements and roads.** Road surfaces currently comprise a mixture of tarmac and loose shingle, in reasonable condition but the shingle is dusty in windy weather and when used by vehicles so would benefit from bonding. Much of the conservation area is without pavements which reduces the speed of vehicles and relates to the rural character of the area. Sections of pavement do exist along Basin Road and some retain their original stone kerbs. Where replaced by unattractive concrete, reinstatement of stone would be an improvement. There are currently no road markings which relates well to the rural setting of the village.
3. **Boundary treatments.** Boundary treatments play an important role in the enclosure of the street edge within the conservation area and have been much eroded. On Basin Road white painted picket fences were almost continuous. The little that remains is valuable and the opportunity should be taken to replace other boundaries to match. Replacement of intermediate property boundaries with brick or picket fences would also be beneficial.
4. **Window and door details.** Windows and doors make a significant contribution to the character and appearance of an area. Owners should be encouraged to replace or improve modern windows and doors of unsympathetic design with details more sympathetic to the historic character of the conservation area. A leaflet providing design guidance might assist in this aim.
5. **Sites with Development / Redevelopment Potential.** There are only two obvious sites for redevelopment within or partly within the Conservation Area (The Blackwater Timber Yard and The Chelmer & Blackwater Boatbuilding Yard). There is some potential for redesign of some less attractive modern buildings currently identified in the Audit but the open spaces, including gardens, are an important part of the character of the area and infill should be avoided. As opportunities arise it will be vital to consider developments in terms of scale, massing, materials and detailing to ensure that new development reinforces rather than overwhelms the special qualities of the area.
6. **Improvement of services.** Electricity and telephone cables have already been located underground in most places so are no longer intrusive features in the conservation area. However this is not the case in Chapel Lane where they are still

prominent. In addition the lights, although simple and well spaced, are looking tatty and should be redecorated.

8. CONCLUSION

Heybridge Basin is a significant village, rural and maritime in character, with attractive buildings and good townscape. Groups of the buildings are of architectural and/or historic interest in their own right, but the combination of modest traditional buildings, open spaces, the canal and river, soft planting and trees help to define the character of Heybridge Basin.

The remote and specific waterside location has helped to shape the settlement and to an extent protect it from pressures for redevelopment and alteration. However, pressures for residential development and alterations to existing building, such as replacement windows, have begun to seriously harm the character of the conservation area. The introduction of additional planning controls should allow greater care and scrutiny over such changes.

The enhancement recommendations provide an opportunity to reinforce the special character of the area. The revised boundaries will make a more logical and definable conservation area, which is altered to take into account the current village layout and character.

The character appraisal and review should help to allow the local planning authority, the highway authority, local residents, developers and other organisations to make informed decisions about changes affecting the conservation area and preserve its special character for future generations.



Fig. 97. Heybridge Basin in the early twentieth century. (Linton, I.)

9. APPENDIX

9.1 Policy Content

Maldon District (Draft 2003) Replacement Local Plan

Heybridge Basin is situated in the Coastal Zone (Policy M/CC/10) and the Dengie Marsh Special Landscapes Area (M/CC/6). The District Councils general Conservation Area Policies are as follows :- M/BE/17 (Protection) M/BE/16 (Advertisements) M/BE/18 (Demolition) M/BE/19 (Development) M/BE/27 (Satellite dishes). Protection for Listed Buildings is contained in :- M/BE/20 (Demolition) M/BE/21 (Change of Use) M/BE/22 (Curtilage) M/BE/16 (Advertisements) M/BE/27 (Satellite dishes).

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9.3 Listed Buildings in the Conservation Area

MALDON

TL80NE
574-1/2/246
24/09/71

HEYBRIDGE BASIN, Heybridge
(North side)
Nos.4-7 (Consecutive)
Lock View (No.4)
(Formerly Listed as:
HEYBRIDGE BASIN, Heybridge
Nos.1-6 (Consecutive))

GV

II

House, now terrace of cottages. Late C18. Timber-framed and part rendered, part weatherboarded with gabled plain tile roof with part slate, part plain tiled half-gambrel-roofed rear lean-to; 2 stacks.

EXTERIOR: 2 storeys and with rear lean-to and 2-storey C20 flat-roofed rear extension rear of No.4.

No.4 has slate on front roof slope and white weatherboarding. The 1st floor has one C20 small-paned 2-light casement; ground floor has a 9-pane fixed window, with two C20 small-paned sidelights and a slate lean-to bay window with slate roof and small panes.

No.5, also of white weatherboarding, has a 16-pane sash window on 1st floor with moulded surround; ground floor has a boarded door with hood and a C20 metal 6-pane window.

No.6 is part white weatherboarded and has a 2-light casement with cross-pattern glazing bars on 1st floor over a C19 three-light transomed casement and boarded door.

No.7 is rendered with a 16-pane sash window with moulded surround over a horizontal-sliding casement window with cross-pattern glazing bars, and C20 door.

The west flank is of black weatherboarding. East flank has C20 windows.

The rear elevation of Nos 5-7 has 3 lean-to dormers each of 2 lights. Large stack between Nos 4 and 5 and smaller stack between junction of Nos 6 and 7.

INTERIOR: No.6 has tight winder stairs.

MALDON

TL80NE
574-1/2/247
24/09/71

HEYBRIDGE BASIN, Heybridge
(South side)
No.10
Lock House

GV

II

Lock-keeper's house. Early C19. Painted brick with hipped slate roof having a brick stack through each flank roof slope. EXTERIOR: 2 storeys; 3-window range. 1st floor has three 2-light small-paned casements. Ground floor of front has slate hipped lean-to over pair of canted small-paned bay windows and extends forward over enclosed porch with small-paned windows. Enclosed lean-to porch on west flank with small-paned windows. INTERIOR: not inspected.

MALDON

TL80NE
574-1/2/248

HEYBRIDGE BASIN, Heybridge
Canal Lock on Chelmer and Blackwater
Navigation

GV

II

Canal lock at seaward end of Chelmer and Blackwater Navigation. Late C18. Engineering brickwork with substantial stone edge copings. The lock gates are C20 replacements and the basin has return flanks at right-angles on the landward side.

MALDON

TL80NE
574-1/2/251
24/09/71

HEYBRIDGE BASIN, Heybridge
(South side)
Navigation Cottage
(Formerly Listed as:
HEYBRIDGE BASIN, Heybridge
No.11
Navigation Cottage)

GV

II

Pair of cottages, now single dwelling. Early C19. Timber-framed with black weatherboarding and pantiled gabled roof; stack through front roof slope on former party wall. EXTERIOR: 2 storeys; 2-window range. Front has two 9-pane sash windows on each floor. Rear elevation has 3 similar windows on 1st floor and 2 on ground floor; door in east flank elevation. INTERIOR: each unit has a large front and shallower rear room. 2 bays of typical but good quality framing of the period, with diagonal wall bracing interrupting studs.

MALDON

TL80NE
574-1/2/252
24/09/71

HEYBRIDGE BASIN, Heybridge
(North side)
The Old Ship Inn

GV

II

Public house. Early C19. Rendered brick with double-gabled low-pitched slate roofs; 4 stacks, 2 on each ridge. EXTERIOR: 2 storeys; 3-window range; C20 single-storey rear extension with gabled slate roof. Front has 3 small-paned sash windows with margin glazing on 1st floor. Central door with semicircular-arched head, keystone and impost blocks. Either side are tripartite sashes with central vertical glazing bar; all windows have keystone. Flank to east has 3 sash windows to 1st floor and projecting C20 hipped slate-roofed lean-to, fully glazed with arch-headed lights, glass louvres as ventilators, and white boarding up to sill. INTERIOR: not inspected.

9.4 BUILDING AUDIT TABLE

The table identifies features of each building within the Conservation Area and any alterations to their front elevation which detract from the character and appearance of the Conservation Area. The survey was undertaken as a visual analysis from the public highway; there was no physical investigation to confirm or add to the information.

Shaded entries indicate a material or detail unsympathetic or out of keeping with the special character of the conservation area. Paler shaded entries indicate less damaging materials or details but which are still out of keeping with the special character.

The survey helps to show how the appearance of these buildings and their contribution to the character and appearance of the Conservation Area might be improved if more sympathetic details and materials were introduced, for the shaded entries. It also indicates, for Heybridge Basin in particular, an incremental erosion of the characteristic historic features of the Conservation Area and how removal of some permitted development rights would help to preserve the character and appearance of the Conservation Area.

Canal Buildings

Canal Buildings South	Date & if listed	Alterations						
		Roofs	Wall Covering	Windows	Doors	Boundary	Rainwater goods	Other
Lock House	C19 Listed GdII	Natural slate. Brick chimneys	Painted brick	C20 small paned timber single glazed	C20 painted timber with glazed panes	White painted picket fence	Plastic	2 sheds felt roofs, weatherboard walls
Navigation Cottage	C19 Listed GdII	Modern clay pantile. Brick chimney	Black weatherboard	Painted timber sash windows single glazed	C20 stained timber	Hedges and post & rail	Plastic	C20 outbuilding with slate roof & weatherboard walls, painted timber joinery
Canal Lock	C18 Listed GdII	N/A	N/A	N/A	Metal and wood	Painted metal barriers	N/A	

Shower block	C20 N	Slate	Black weatherboard	Black timber storm casements	Black painted vertical boarded timber	N/A	N/A	Diagonal boards rather than horizontal
Canal shed 1	C20 N	Corrugated fibre sheet	Black horizontal weatherboard	Top hung painted timber	Black painted vertical boarded timber	Scrub	N/A	Building overgrown
Canal Shed 2	C20 N	Corrugated fibre sheet	Tarred ply or similar sheet	Top hung painted timber	Black painted vertical boarded timber	Scrub	N/A	Building overgrown

Lock Hill

Lock Hill	Date & if listed	Alterations						
		Roofs	Wall Covering	Windows	Doors	Boundary	Rainwater goods	Other
The Old Ship	Mid C19 Listed GdII	Natural slate. Lean-to roof failing. Brick chimneys	Rendered roughcast brick, with keystones	Painted timber, single glazed. Slightly shabby.	Painted timber, boarded	Brick wall with brick coping. Vertical fence panels with concrete posts.	Cast iron & plastic	Partly rebuilt in 1858, previously 'The Chelmer Brig' public house. Unsympathetic windows & boards on lean-to. C19 outbuilding (stables/foundry?) poor repointing, shabby

1 Lock Hill Miranda	Late C18 Listed GdII	Hand made clay plain tiles. Flat felt to rear. Render chimneys	Weatherboard Painted pink	Replacement modern timber side & top hung casements single glazed	Painted timber	To rear only. Brick wall with brick coping, random brick, painted iron gates.	Cast iron	Modern porch and bay window Weatherboard original boards. Garage at rear unsympathetic.
2 Lock Hill	Late C18 Listed GdII	Hand made clay plain tiles. Felt on bays. Render chimneys	Render Painted pink	Replacement C20 painted modern single glazed.	Stained timber	Not visible from highway	Cast iron	
3 Lock Hill	Late C18 Listed GdII	Hand made clay plain tiles. Felt tiles to bay. Render chimneys	Render Painted pink	Replacement C20 painted single glazed. C19 timber single glazed shop baywindow	Modern painted timber 3 panelled	Not visible from highway	Cast iron	Penticeboards to windows.
4 Lock Hill	Late C18 Listed GdII	Natural slate, flat felt to rear, lean-to artificial slates. Brick chimneys	White weatherboard and render, to side artificial weatherboard .	Modern single glazed multi- pane casements, upvc double glazed on rear.	Not visible from highway	Not visible from highway	Plastic	Penticeboards to windows.
5-7 Lock View	Late C18 Listed GdII	Handmade plain clay tile (and slate on rear). Brick, rendered and painted chimneys	Weatherboard painted white (front & rear) and black (side)	C18 and C20 painted timber sashes and casements, traditional dormers at rear	Replacement C20 and C18 painted boarded timber doors	Not visible from highway. 7 has stained vertical timber boards.	Plastic	Most outwardly original of the first houses.

Chelmer & Blackwater Shed E	C20 N	Corrugated fibre sheet	Stretcher bond brick, weatherboard, profile steel sheet	N/A	Black vertical boards	N/A scrub to rear	Cast iron	Shabby condition
Chelmer & Blackwater Boat store	C20 N	Corrugated sheet	Stretcher bond brick, weatherboard, profile steel sheet	N/A	Painted steel, black vertical timber at high level	N/A scrub to rear	Cast iron	Shabby condition
Chelmer & Blackwater Shed W	C20 N	Corrugated iron	Corrugated iron	Painted timber	Black vertical boards	N/A scrub to rear	N/A	Shabby condition
Canoe Store	C20 N		Black stained weatherboard	Black stained timber	Black vertical boards	Trees and bushes, scrub & wire		

Lane off Lock Hill

Myrtle and Ship Cottage	Late C18 N	Slate	Flemish bond yellow stock brick. Myrtle Cottage was extended to the south (vertical joint).	Upvc to front (better quality), original painted timber to sides, all marginal bar sashes	Modern stable type, stained timber	Scrub and wire, and vertical panel timber fencing	Plastic	Myrtle Cottage was 'The Ship' public house until the early C20. Myrtle Cottage garage replicates an original C19 boatshed.
Chelmer End	Late C20	Concrete pantiles	Brick stretcher bond	Upvc	Multi-panelled, stained timber	Hedge, large expanse of concrete block paviors for parking alongside	Plastic	

						front garden		
Kedge Cottage	Late C20	Machine made plain tile	Render over brick stretcher bond	Upvc	4 panel painted timber	Hedge, hit & miss timber boards	Plastic	Very bulky for its context, prominent at end of lane
Leanna	Late C20	Felt and corrugated fibre cement	Fletton & dark red brickwork and shiplap	Powdercoated metal	Stained timber	Low brick wall and open concrete	Plastic	Bulky and poor design & details

The Passage (between Lock Hill lane and Basin Road)

Two Ways	Early C19 N	Handmade plain tile and pantile, felt to flat roofs	Weatherboard white (front) and black (sides & rear)	Painted timber single glazed traditional casements	Painted timber	Vertical boards and timber fence panels	Plastic	Flat roofed bays, rear extension and garage
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Riverfront

Riverfront	Date & if listed	Alterations						
		Roofs	Wall Covering	Windows	Doors	Boundary	Rainwater goods	Other
Marine Supplies and Gallery Tea Rooms	C20	Profile metal sheet finished red	White weatherboard	Painted timber, double glazed, top hung imitation sash.	Painted timber, boarded	Metal rails, low picket fence	Plastic	Refurbishment of early C20 workshop, previously black weatherboard. Prominent kiosk hides views
Boatshed	C20	Corrugated tin, finished red and felt	White weatherboard	Painted timber	Painted timber boarded, up & over metal	Metal rails, low picket fence	Plastic	Improvements to mid C20 shed, previously grey fibre sheeting

Basin Road

Basin Road S & W Side	Date & if listed	Alterations						
		Roofs	Wall Covering	Windows	Doors	Boundary	Rainwater goods	Other
The Anchorage	C19 N	Slate, rendered chimneys	Painted render, white painted timber weatherboard extensions	Early C20 painted timber casements single glazed	Painted single glazed timber panelled door with important C19 door surround	Hedge with picket fence on concrete plinth (front), hedge and timber panels (sides)	Plastic	Tatty extensions, lacks maintenance. Originally the 'Live & Let Live' Public House

Aysgarth	C20 N	Machine made pantile, lacks chimney	Black stained weatherboard	Timber stained black, double glazed. Crude rooflights.	Timber stained applied panel door with 2 glazed squares	Concrete open to road, treated timber vertical boarded gates	Plastic	Uncharacteristic materials & proportions (i.e. horizontal) for its locality
104 Tolcraft - 108	1900 & C20 N	Slate, only Tolcraft has a chimney (rendered)	Rendered with pargetted panels	Circa 1900 and C20 single glazed painted timber, some with imitation bullseyes. Original shopfront to Tolcraft is important	C20 standard stained and painted, some panes with imitation bullseyes.	Concrete open to road. Garden is enclosed alongside 104 with traditional shed (slate & weatherboard) & fruit tree but parking bay in front and timber boarding with concrete posts	Plastic	Tolcraft was originally grocers shop and post office. 106 has prominent satellite dish
Rohan	Early C20 (1905-7) N	Machine plain tiles. Render chimney	Render with modern pargetted panels	Stained timber double glazed	No door to front, stained timber with inset 'fanlight'	Render panels with inset railings (front), textured red multi brick (side) Tiny paved recess for front garden	Plastic	Prominent position
URC	C19 & early C20 N	Slate	Painted weatherboard	Painted timber original sashes single glazed with architrave	Painted timber panelled doors with penticeboards and architraves	N/A to front, picket fence to side	Painted Cast Iron	Very original but shabby and vulnerable
100 The Old Exchange	C19 N	Slate with centre yellow stock brick chimney. Lead canopy	Painted flemish bond brick	Original painted timber original sashes and central pivoting to front. Modern single glazed painted and upvc (rear wing)	Painted timber panelled & glazed doors with pediment doorsurround and canopy. Rear metal up&over garage door	White painted picket fence, original red brick wall with half round capping bricks, picket gates	Plastic	Was 'The Exchange' public house. Very tidy, original and attractive.

96 & 98	C19 N	Clay pantile, tall red brick chimneys. Plain tile incorrect for slack pitched porch of 96	Painted render	Upvc double glazed and asymmetrical	Upvc. 96 as imitation wood	Open to road with parking in front garden. 96 chippings, 98 grass. Picket fence between 96 & 98.	Plastic	
94	Late C19 early C20 N	Clay pantile, two tall red brick chimneys	Flemish bond soft red brick, render to plinth & rear, painted brick to side	Original painted timber single glazed	Upvc	Open to road with concrete parking area, scrub and grass with picket fence & modern stretcher bond wall to sides.	Painted Cast Iron but undersized.	Shabby. Inappropriate changes beginning
92 The Old School House	Late C19 early & late C20 N	Pantile in clay & concrete. Red brick chimney	Black weatherboard, painted render with some brick	Upvc double glazed	Painted timber on side, vertical boarded stable type	Modern stretcher bond brick piers with thin wrought iron gates and timber panels between, stained ginger. Drive & parking in front garden	Plastic	Previously a school (the central part perpendicular to the road) so a yard and parking in front may be appropriate. EIRR letterbox in front
88-90 (pair)	C19 N	Natural slate roof with central yellow stock brick chimney, felt flat roof to rear of 88	Yellow stock brick in Flemish bond with render plinth. Side rendered with red brick above	88 has modern timber windows, 90 has powdercoated aluminium	88 only has modern painted timber door on side, 90 has original position but modern painted timber with very large glazed panel	90 is open to the road with cement & chippings, 88 has a concreted side entrance and low concrete and rendered wall in front	Painted Cast Iron	88 has poor repointing & significantly rebuilt frontage, 90 retains original brick details such as semicircular arch

86	Late C20 N	Concrete pantile and prominent felted flat roof, thin chimney	Stretcher bond multi brick with render to gables	Powdercoated metal windows	Upvc door, prominent metal up&over garage door	Open to the road with driveway and lawn. Horizontal timber boards to rear.	Plastic	Design with gable facing the road and integral garage in front is unattractive
Sumach	Late C20 N	Concrete pantile at too steep a pitch, no chimney	Stretcher bond multi brick with shiplap boards to gable	Modern stained timber double glazed windows	Standard stained panelled door, double glazed	Open to the road with driveway and lawn.	Plastic	Design with gable facing the road and integral garage to side is unattractive. Prominent satellite dish on side.
84-80 (pair)	C19 & C20 N	Machine plain tile. 80 rebuilt brick chimney, 82 has original. 80 has flat felt roofed extension to rear	Flemish bond yellow stock brick, much rebuilt and extended on 80 with stretcher bond	84 has original painted timber sliding sash windows with applied leads, 80 has mixture of upvc, modern timber and powdercoated aluminium.	80 has door moved to side in rear extension, 84 has modern stained timber	84 is open to the road, 80 has unpainted picket fence and both have timber boarded to sides.	Plastic	84 has a prominent satellite dish on the side
Basin Road E & N Side	Date & if listed	Alterations						
		Roofs	Wall Covering	Windows	Doors	Boundary	Rainwater goods	Other
67 The Old Butchers Shop & 69 (pair)	C19 & C20 N	Natural slate with red ridgetiles & painted brick chimneys	Painted Flemish bond brick to 67, rendered to 69	Upvc double glazed, prominent night vents	Modern unsympathetic painted timber	N/A, buildings are on back of pavement	Plastic	Upvc windows installed in last few months to number 67, replacing C20 timber

71 Barn House	C19 N	Foreign slate Tall yellow stock brick chimneys	Painted render over original exposed brick	Upvc double glazed – sashes to front, casements to side	Modern painted timber, part glazed	Grass verge. Timber panel fencing to rear.	Plastic	Foreign slate roof installed in last few months, previous photos show original clay pantile. Rear C19 brick building being rebuilt in blockwork.
75 Tinkers & 77 (pair)	C19 & C20 N	Artificial slate and central stock brick chimney. 77 dentilled eaves obscured by timber boxing	Flemish bond brick painted on 75 and rendered on 77	Double glazed window & night vents – upvc on 75, modern timber painted on 77	Modern painted timber, part glazed	77 open to road, 75 has stained picket fence & front garden. Close boarded fencing to sides.	Plastic	75 has later open timber porch with pitched roof
79 Homelea & 81 River Cottage (pair)	C19 & C20 N	Artificial slate and central stock brick chimney.	Red brick in Flemish bond with dentilled eaves. Later stretcher bond and painted render.	79 has powdercoated aluminium, 81 has double glazed upvc	Modern painted timber, part glazed	Open to road, concrete hardstanding	Plastic	Front elevation obscured by modern single storey extensions and garage
83 Ivy Cottage and 85 Pilot Cottage	C19 N	Natural slate with red ridgetiles & central stock brick chimney	Original brick covered by paint, render & pebbledash. Original brick dentilled eaves	Upvc double glazed to 83. 85 retains original timber single glazed painted timber sashes	Upvc door to 83. 85 retains original timber painted panelled door.	Open to road, block paving, concrete slabs and pebbles	Plastic	The original windows & door to 85 are unique & important survivals.

Extension to 85	C20 N	Flat felted	Modern brick in stretcher bond and painted weatherboard	Modern painted timber with night vents	Modern timber painted and part glazed	Open to road with concrete slabs and pebbles	Plastic	Shabby windows & cladding
87 Rose Cottage, 89 Laurel Cottage, 91 Lister Cottage, 93 (terrace)	C19 N	Artificial slate, red clay ridges & shared brick chimneys	Flemish bond red stock brickwork with gault brick quoins & arches. Rendered lower floor	Upvc apart from 87 which is modern stained timber, all double glazed with night vents. 89 has false leading.	Upvc apart from 87 which is modern stained timber, all part glazed	Open to road with block paving apart from 93 which has low modern brick wall.	Plastic	Much altered openings but overall structure is still attractive
95a Broad Reach	Late C20 N	Clay pantiles and red brick chimney	Red brickwork in stretcher bond	Upvc sashes double glazed	Modern painted timber part glazed	White painted picket fence as reproduction of previous picket fence	Plastic	
97 Ionas Cottage	C19 N	Natural slate with red clay ridges, brick chimney and flat felted roof to front extension	Painted pebbledash render and brick	Upvc double glazed	Upvc part glazed	Low modern brick wall & garden to part, driveway block paving	Plastic	Much altered footprint in this prominent position
99	Late C20 N	Concrete interlocking tiles. Brick chimney and solar panels	Brick in stretcher bond	Modern stained timber with false leading	Modern stained timber with false leading	Part open to road with gravel hardstanding, Low modern brick wall with thin metal railings	Plastic	Front flat felted roof single storey porch
101, 103, 105 Limetrees (terrace)	C19 N	Artificial slate, brick chimneys and red clay ridges, some	Painted Flemish bond brick with rendered lower floor	Painted timber sashes with replacements on 99 in stained timber with	Modern painted panelled timber, sympathetic to 102 & 103, unsympathetic to	Open to road for 99, 101 & 105. Low rendered tatty wall to 103 and part 105, low brick wall	Plastic	Unsympathetic extensions to 99, 101 & 105

		good rope pattern pots		false leading	105. Unsympathetic stained timber with false leading to 99	and railings to part 99.		
107	C20 N	Plain tiles Tall brick chimneys with darker quoins	Rendered dormer, stretcher bond yellow brick with dark red brick quoins	Timber painted sashes	Painted timber with marginal lights	Lawns and flower beds, concrete drive and chippings. hedge to front with short length of unpainted picket fence, horizontal timber panels to 105	Plastic	
109	C20 N	Plain tiles, dark red brick chimneys in Flemish bond	Dark red bricks in stretcher bond	Upvc double glazed	Upvc	Wire fence with creepers. Lawn with drive and parking	Plastic	Boat storage building early C20 in front garden, dilapidated with felt roof & black weatherboard.
The Jolly Sailor	Late C18 N	Natural slate with tall red brick chimneys. felt flat roof extension	Painted render	Original painted timber single glazed, painted metal to extension	Original painted timber	Shabby stained vertical timber panels, C20 stretcher brick retaining wall below	Plastic	Badly repointed chimneys. Prominent fan in front bay, too many signs and lights

Chapel Lane

Access from public areas to view buildings beyond Swatchways is limited, so the schedule may be incomplete in this area.

Chapel Lane	Date & if listed	Alterations						
		Roofs	Wall Covering	Windows	Doors	Boundary	Rainwater goods	Other
Swatchways	C20 N	Black concrete pantiles, thin brick chimney, felted flat lower roofs	Modern brick in stretcher bond	Upvc, painted and stained timber	Stained timber. Metal up&over garage door	Hedge and stretcher bond brick wall. Open parking and front garden entirely tarmac	Plastic	
Holly Cottage, previously Field Cottage	C19 N	Natural slate, brick chimney	Painted brick	Stained timber double glazed	Stained timber with glazed panel	Timber panel fencing, path and planting to narrow garden	Not seen	
Bodleys	C19 N	Natural slate, parapet roof	Painted brick	Upvc sash better quality, casement to side	Painted timber	Timber panel & hit&miss fencing, prominent garage & chipping hardstanding.	Not seen	Garage with up&over doors, artificial slates & render
1	C19 N	Natural slate, brick chimney	Painted/rendered brick	Not clearly seen, probably upvc as above	Not clearly seen, probably painted timber	Timber panel & hit&miss fencing	Not seen	
2	C19 N	Natural slate, brick chimneys	Painted/rendered brick	Painted timber sash	Not seen	Timber panel & hit&miss fencing	Not seen	

3	C19 N	Natural slate, flat lead roofed dormer	White weatherboard	Painted timber double glazed	Painted timber with glazed panel	Timber panel fencing	Not seen	
Square House	Late C19 N	Natural slate with render chimney. Felt & corrugated plastic to extensions	Painted render. Horizontal boards to glazed lean-to extension	Painted timber single glazed	Painted timber	Wire fence and scrub	Plastic	Shabby appearance to house and curtilage

Carpark Lane

Carpark Lane	Date & if listed	Alterations						
		Roofs	Wall Covering	Windows	Doors	Boundary	Rainwater goods	Other
Albion & Daisy bungalows (pair)	C20 N	Concrete tiles	Red brick stretcher bond	Upvc to Albion, powdercoated aluminium to Daisy	Not visible from highway	Laurel hedge, timber panels with concrete posts	Plastic	Prominent garages with flat felt roofs and up & over doors
Rivulus & Meadow View (pair)	C20 N	Natural slate, shared dark brick chimney, felted flat roof	Painted stretcher bond brickwork	Painted timber, Meadow view has some upvc at rear	Upvc. Rivulus also has a painted timber door and a metal up & over garage door	Timber panel with concrete posts, Meadow View panels are new & very ginger	Plastic	Prominent garages
Skippers Retreat	Late C20	Black concrete pantiles	Stretcher bond brickwork	Upvc and painted timber	Stained timber and powdercoated aluminium	Brick walls stretcher bond with bullnose cappings, tall leylandii hedge	Plastic	Much tarmac. Outbuilding has plain tiles, black weatherboard and clock tower